INTERESTING ADDRESSES AT THE WOMAN'S SUFFRAGE MEETING.

Probable Passage of the Bill-Exhibition by Deaf Mutes-The County Clerks' Salary Bill-Thursday's Elections-The Proceedings in Detail.

[Special to the Pree Press.]

MONIPELIER, Vt., Oct. 31.-Chairman Marsh of the judiciary called the meeting ou female suffrage to order at 8 o'clock last evening in Representatives Hall, and introduced Col. Clarke of Rutland, Col. Clarke reviewed the social standing of woman from early barbaric times. He said in 1776 our forefathers had enun- EXHIBITION BY PUPILS OF THE ASYLUMOR ciated the doctrine of "no taxation with-out representation;" women were taxed and should have a voice in the affairs of government. Henry B. Blackwell of Boston made a most eloquent appeal in be-children were taught at that could be half of the right of woman suffrage; he from the common school books; they were said the time had come when it had to be also taught trades and occupations. One

COURT AND STATE EXPENSES.

Friday morning the joint committee on court and State expenses will have a final hearing on the State's attorneys' salaries

RAILROAD COMMISSIONERS

The report of the railroad commissioners does not show their expenses to the State. An application to the State auditor's department showed that the total cost (including everything) of the commission from Jan. 1, 1887, to Sept. 22, 1888, inclusive, was in round numbers \$5300. act provides that the total amount shall not exceed \$5000 per annum. So that a small sum over half the maxanum amount allowed has only been expended.

DEAF MUTES AT HARTFORD. Mr. Job Williams of the institute at Hartford gave an illustration with some of his deaf and dumb pupils. He said the is and the time had come when it had to be acknowledged that women should enjoy the elective franchise the same as man.

Prof. W. H. Carrath of Kansas gave an account of the way it had worked in Kansas gave an account of the way it had worked in Kansas gave an account of the way it had worked in Kansas gave an account of the way it had worked in Kansas gave an account of the way it had worked in Kansas gave and account of the way it had worked in Kansas in a completely solved the woman suffrage problem. It was no longer a question whether women wanted to vote, they did want to vote, and their want should be supplied. It political parties controlled by saloon influences put up candidates which he olar of whiskey on their garments, the women rebuked the party managers and voted for candidates who would better promote the moral weifare of the community. There was no doubt that the results of watchied and Henau Citive to day. These four pupils were the admission of women into the politics.

The speaker proceeded to give the fluinces of the state are absolately interdeposition. In the and common should enjoy in the elective fraction of the local bill; passed. Station shall be made in the check instantion of the board on the party managers and voted for candidates who would better promote the moral weifare of the community. There was no doubt that the results of the state are absolately interdeposition. On the state would be supplied that women into the political parties controlled by saloon influences put up candidates who close the party managers and voted for candidates who would be tree promote the moral weifare of the community. There was no doubt that the admission of women into the political areas would purity and refine politics.

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The speaker proceeded to give the figures of the first municipal election under the new law, showing that the results of women's voting had been, better order at caucuses and polis, better candidates, better officers, better enforcement of the politicary and other laws, no loss of woman liness, no neglect of home, no division in families, no loss of respect for women. There were very few bad women who voted, and the votes of the 28 000 good women who voted, and the votes of the 28 000 good women who voted were overwhelmingly in favor of temperance, good order and morality."

Mrs. Foster of Montpelier, also added her mite in aid of the cause, and Miss. Moore persuasyely annealed to the tendence of the land of the cause, and Miss. Moore persuasyely annealed to the cause and such as a stellar than the would potect the American workman from foreign free trade competition.

morality."

Mrs. Foster of Montpelier, also added her mite in aid of the cause, and Miss. Moore persuasively appealed to the sense of chivalry in man, and said in this era, men would not be behind the requirements of the times, but would grant this request of the ladies. Mrs. Foster manifested her fitness to enjoy and look after the rights of her sex, by insisting upon speaking when her turn came, and not being put the last on the programme.

The indications very strongly point to the passage of the bill at this session. Two years ago it was only defeated by a narrow majority. The individual expression of members and senators is largely in favor of the bill.

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Hay of Chittenian and Tyler of Windham appeared by ore the committee.

There were present County Clerks Hibbourd Orange, Ray of Chillenden, Smith of Rusland, Watte of Lamodie, Smith of Washington, Benton of Essex and Tyler of Windham.

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stances deleterious to health, and that it was not proper to say to any man who wanted to eat it that he should not do so. What the Legislature ought to do in the matter should be to regulate its manufacture of prohibit its sate as butter.

The interests of the farmer were looked after by Messrs. Furman, Southworth, Phelips of Westminster, Palmer of Water bury, Kenerson of Barnet, and Dr. Holton who introduced the bill.) The claims of the speakers and the burden of their remarks were that "cleo" was made from deleterous emissiones, in jurious to public health. That it came into improper compelition with the chief duity produced of Vermont.

Dr. Holton went into an analysis of the manufacture of "oleo" and showed what burtuid substances composed in. He said the passage of such an ser would tend to the services in the collection of corporation taxes and the passage of such an ser would tend to the chief duity produced of the speakers of the chief duity produced of the manufacture of "oleo" and showed what burtuid substances composed in. He said the passage of such an ser would tend to the service. The minister excellent in the service. The minister excellent in the service. The minister excellent in the service is the continual to be been duity of the service. The minister excellent in the service is the manufacture of "oleo" and showed what burtuid substances composed in the service of the service is the regulation of Vermont butter and cheese.

Mr. Pronty said ne was reminded of the follow in meeting who went to sleep during the except the fellow weeker in the late of the service. The minister except the service is the manufacture of the service. The minister except the service is the service of the continual to the constitutionality of the manufacture of the service. The minister except the service is the service of the service is the service of th

A DAY AT MONTPELIER. shots that did not go off with the volley, gave emphatic expression to the opinion that "oleo" must go. There was not a interesting ADDRESSES AT THE measure passed.

SENATE PROCEEDINGS.

ator Hammond, an act to pay George J. Hodges \$210 State pay as a soldier ; claims. By Senator Stevens, an act to incorporate the Frost Seating company; manu

By Senator Mansur, an act for the better preservation of horse records. [Requires owners of stallions to file written pedigree and description with county pengree and describes. Numerous bills passed by the House were also intro-duced and referred to the proper commit-

tees

Reports of Committees and Third Readings—Military affairs, in favor of H. 50 exempting soldiers and saliors from payment of a poll tax; also in favor of H. 51, legal residence of beneficiaries of the soldiers' home. Highways and bridges, in favor of H. 67, amending section 2538, chapter 150 Revised Laws. Rathroads, in layor of H. 43. Brattleboro street railroad bill; passed. Railroads, in favor of H. 100, Montpeiler and White River bill:

Woodbury, to make temperance instruction more effective in common schools; H. 277, by Mr. Scott, enabling Plymouth to issue bonds to fund its indebtedness; H. 278, by Mr. Eaton, incorporating the Congregational society; H. 279, by Mr. Keyes, providing that abstracts of indivioual lists shall be entered in the books furnished by the State, giving the polis, real estate and other appraisals, grand list; H. 230, by Mr. Jenne, giving precedence to liquor cases, except those of a criminal mature, and preventing officers from entry of not press, temperance; H. 231, by Mr. Benson, to protect fish in Lowell iske, game and fisheries.

Joint Resolution,—By Mr. Marsh, that when the two Houses adjourn on Friday morning it shall be to meet again on Wellinshay at 2 o'clock p. m.; unanimously adopted on the part of the House.

Passed,—H. 179 relating to the discharge of convects from State prison and House of Corrections; H. 182, relating to attachment I real and personal property for the muchase manney. S. 41 relating to the

incharried as tast as possible by Contractor Lindley. The plastering of the building will be commenced Monday. It is expected that the lower floor will be ready for use in about four weeks. Every bed in the present accommodation is now comped, and 15 applications now on file.

STEEL RAILS.

VERMONT RAILROADS.

A vote was then taken and the FIRST BIENNIAL REPORT OF THE BOARD OF COMVISSIONERS.

Bills Introduced and Referred-By Ser- An Exhaustive Presentation of the Relations Between the Lines of Transportation and the People-Statistics and Recommendations.

> One of the most important of the State reports made to the General Assembly is that of the railroad commissioners. Every citizen in Vermont is concerned in the railway affairs of the State, directly or indirectly, and for this reason the first biennial report of the board is of especial interest. The commission was created by the laws of 1886 and at the time of placing the raws of 1885 and at the tribe of the report in press but one year and eight or town or city authorities, to investimenths have elapsed. The report begins gate; and, where the public safety reports ying that the railroad has become a necessity to the convenience, the comfort oy saying that the railroad has become a necessity to the convenience, the comfort and the prosperity of the people and by showing that the relations subsisting between them and the other principal industries of the State are absolutely interdependent.
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> Every complaint that has been brought

ther facts as the economic interests of all required. Its rules and methods of eliciting the truth at these line, situations have been simple and open, the aid of all citizens being solicited in the development of right at hearings. It has seemed to the board that less of the formulas and lines of precedents were required in its investigations than in the customary courts of law or of arbitration. Promptness in the hearing of petitions and in the investigation of the accidents has been deemed a duty, and hence the technical rules for the admission of testimony and formedities of pleadings have been generally dispensed with, and "the law's delays" have been avoided.

One of the specific requirements of the law in relation to the biennial report is that it shall contain a statement showing

ments of the lenks, but would grant this required of the lenks, and was the control the rights of the lenks, and was the rights of the rights stands on position of the control of

board in regard to passenger stations.
That one was by citizens of Newbury for better station accommodations at Weils River. That complaint was heard by the kiver. That complaint was heard by the board on notice to the railroads interested, and resulted in the recommendation of the board, made on the 6th day of August. 1888, requiring the building of a new and more commodious depot. The company are now erecting a commodious depot at that point. Many of the passenger depots at important places are oid and need rebuilding. An improvement has been no building. An improvement has been no ticeable in the general tendency toward the removal of the old-fashioned and dan

ticeable in the general tendency toward the removal of the old-fashioned and dangerous high platforms at passenger, stations.

GRADE CROSSINGS.

The board earnestly urges the propriety and necessity for legislation which shall gradually abolish such grade crossings as are now in existence. This can be accomplished by conferring upon some tribunal the power, either upon its own motion, or upon application of railroad companies, or town or city authorities, to investigrade, and to determine who shall bear
the expense, or to apportion the same.
This might be done by way of amendment to existing law. This power, if
thought best, might be limited by fixing
the maximum amount that should be required to be expended in making such
changes, or the number of such changes
that should be required of any railroad in
any one year.

COST OF ROADS AND NET INCOMES.

The report gives in tabular form the cost The report gives in tabular form the cost of the railroads in the State, their capital stock and total liabilities for the years 1887 and 1888, together with the gross and net income and operating expenses for the two years. The gross income of the roads for the year ending June 30, 1888 was \$7, 508,188 & and the operating expenses, including taxes, \$5,388 \$21.58, leaving the net earnings \$2,119,377.10.

DIVIDENDS

But one road has reported to the board the payment of any dividends to its stock-holders, and that one is the Vermont Val-ley, which reported a six per cent dividend in 1887 and 1888.

PASSENGER FARES AND PREIGHT BATES.

The average rate of fare per mile received from all passengers varies from 25 cents on the Central Vermont to 5 cents on the Woodstock road.

The average rate of freight per ton per mile received from freight to and from other roads ranges from .49 cents on the Central Vermont to 2 cents on the Hennington and Rutland, while the local rates vary from 1.536 cents on the Renneslaer and Saratoga (operated by the Dela ware and Hudson Canal company) to 3 cen s on the Bennington and Rutland.

During the 19 months from December 1, 1866 to June 30, 1888 there were 28 passengers killed and 57 wounded, 24 and 36 of each number being due to the Hartford accident. Of employes and others there were 43 killed and 35 injured.

CONSOLIDATIONS.

THE SUPREME COURT.

Progress Reing Made With the fearings-Rutland County Cases.

ONTPELIER, Oct. 28.-A good degree of gress is being made in the general n of the Supreme Court. This mornag there were hearings in the cases of two of Chittenden vs. town of Barnard and town of Worcester vs. town of East Contpelier. The former was heard in its Sular term, the latter being heard with

ppeared for the plaintiff, W. D. Johnson of Woodstock for defendant. The Washington county case was represented by Shurtleff of Montbeller for the plaintiff town, and Pitkin & Huse for the defendant town. The questions at issue are mainly as to "residence."

In the case of the Third National bank of New York city vs. the Dorset Marble company Dunton & Dana appeared for the plaintiff, and Swimington & Smith for the defendant. In this case judgment was entered for the plaintiff by agreement.

The case of the Third National bank of New York city vs. Henry C. Gleason was the last of the Hutland county cases, and the same counsel appeared respectively. To accommodate the counsel this case goes over to the next regular term of the supreme Court at Rutland.

The case now on trial is No 20, Jonathan Wait vs. the Beanington and Rutland railroad company, Baker for the plaintiff and Batcheider for the defendant. This is an action on the case in which the plaintiff seeks to recover the value of a pair of horses killed by an engine on defendant's road. The horses were on the track, having run away from their owner. They were struck by the engine and killed. It was claimed that there was not a sufficient cattle guard to turn stock off the track; that said cattle guard was full of ice and snow. The case was tried at the December term, 1887, of Bennington country and resulted in a verdet for the defendant. On the refus of the County Court to charge the jury as the plaintiff requested the case up. The defendant claims it is put he earlier guard as clear as it could in view of the severity of the winter weather.

Judge Royce was called away this evening by the sickness of his sister and Judge Venzey is absent, suffering from a temporary to defend the country to the severity of the winter weather.

Judge Royce was called away this evening by the sickness of his sister and Judge
Veazey is absent, suffering from a temporary indisposition.

There was an error in making up the
docket, whereby all the Windham cases
were inserted. Only two of them are for
trial, and this brings the docket up to case
No. 32 in the Windsor county assignments.
This is just half way through the docket.

two Important Cases on Trial Friday and Saturday. MONTPELLER, Oct. 27.—The case of most nterest tried on Friday and Saturday was No. 22, National Bank of Bellows Fallsys. Dorset Marble company, I. B. Hollister, H. C. Gleason, E. J. Hawley and Treasurer

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